



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	WEST CHICAGO, IL	<b>Accident Number:</b>	CHI97LA076
<b>Date &amp; Time:</b>	03/02/1997, 1400 CST	<b>Registration:</b>	N9420W
<b>Aircraft:</b>	Piper PA-28-235	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

During climbout after a touch-and-go, the airplane sustained a total loss of engine power. The airplane was landed in the grass on the airport property. No engine discrepancies were found during examination of the engine. The right main fuel tank was selected and contained approximately five quarts of fuel. The aircraft's owners manual listed the unusable fuel for all our fuel tanks on the airplane, at one pint each. The right main fuel tank gauge functioned normally following the accident, and no leaks were found in the right main fuel tank. The carburetor's fuel bowl was not compromised in the accident, and was nearly empty. The one fluid ounce of fluid removed from the carburetor fuel bowl, was one third water and two thirds gasoline.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: fuel starvation due to the pilot's improper fuel tank selection.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CLIMB

### Findings

1. (C) FUEL SYSTEM - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	626 hours (Total, all aircraft), 187 hours (Total, this make and model), 626 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9420W
<b>Model/Series:</b>	PA-28-235 PA-28-235	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	TODD MILLER	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-540-B4B5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DPA, 758 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 15000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 280°
<b>Temperature:</b>	4° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(DPA)	<b>Destination:</b>	(DPA)

## Airport Information

<b>Airport:</b>	DUPAGE (DPA)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	28	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4751 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): DAVID A BOLDENOW Adopted Date: 08/25/1997

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.